

CLASSIFICATION SECRET		
COUNTRY	East Germany	REPORT
TOPIC	Brandenburg-Briest Airfield	
EVALUATION	PLACE OBTAINED	25X1
DATE OF CONTENT		
DATE OBTAINED	PREPARED	5 October 1955 25X1
REFERENCES	25X1	
PAGES	2	ENCLOSURES (NO. & TYPE)
REMARKS		
This is UNEVALUATED Information		

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1. On 15, 20, 21 and 22 July 1955, MiG-15s flying in formations of 2, 3 and 4 were observed at Brandenburg-Briest airfield.
2. Between 19 and 27 July and on 12 August, individual and formation flights were made by MiG-15s. On 12 August from 0700 until nightfall, there was very intensive air activity including formation flying by 9 MiG-15s that was observed for the first time. An estimated 25 to 30 MiG-15s were stationed at the field.

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3. The following air activity and aircraft were observed at the field between 1 and 24 August 1955:

1 August. During the afternoon, there was formation flying by MiG-15s with up to squadron strength. It was repeatedly observed that formations of 8 MiG-15s headed southeast.

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The planes definitely had a two-man crew. A total of 18 MiG-15s were parked on the taxiway, 4 on the dispersal area and 3 aircraft were aloft.

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3, 6, 8, 12 and 19 August. There was the same air activity as on 1 August. Aircraft flying in squadron strength crossed toward southeast and returned after 30 to 35 minutes.

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24 August. At 1350, take-offs were made by 24 MiG-15s in elements of two. The last element took off at 1355. At first, the 24 aircraft assembled in formations of 8. Subsequently, the formations flew behind each other at intervals of about 300 meters. Several circuits were flown in this close-order formation. While the 24 MiG-15s were aloft, another 4 MiG-15s were parked north of the flight control station. One of them took off at 1400 and landed at 1428. The 24 MiG-15s individually landed after 1432. The 8 aircraft of the first formation individually peeled off. Subsequently, the aircraft of the second formation landed.

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[redacted] all aircraft had containers under their wings just next to the landing gear. These projected beyond the leading edges of the wings and terminated just before the leading edge of the landing flaps. The containers were not pointed in front but were somewhat hemispherical; almost straight on the upper side, particularly the section which was close to the wing. They were not fitted with stabilizing fins as bombs but they had a small cap, similar to a closing screw, at the end.²

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5. The airfield was observed during the period from 25 July to 21 August and in particular the following was noted:
25, 26, 27, 29 July and 1, 3, 5, 7, 11, 15, 16 and 19 August. There was air activity by MiG-15s which flew individually and in elements of two. It was repeatedly observed that flights were made in formations of 8 aircraft, once by a formation of 24 aircraft which flew in close-order formation to the southeast or made large local flights.
11 August. A total of 14 MiG-15s were observed parked on the field.
19 August. Twenty-three MiG-15s [redacted] were observed on the field.¹

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1. [redacted] Comment. The ground attack regiment stationed at Brandenburg-Briest airfield was equipped with 25 to 30 MiG-15s. The observed air activity shows the readiness for action of the regiment. Of the aircraft [redacted] observed the following were reported for the first time: [redacted]

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2. [redacted] Comment. The description of the auxiliary fuel tank seems to be correct. The cap at the end of the container is reported for the first time.

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